Congress, } HOUSE OF REPRESENTATIVES. {Document
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ALLOWAY CREEK, N. J.

LETTER

FROM

HE SECRETARY OF WAR,

TRANSMITTING,

H A LETTER FROM THE CHIEF OF ENGINEERS, REPORT ON
RELIMINARY EXAMINATION OF ALLOWAY CREEK, N. J., ABOVE
UINTON.

UARY 16, 1914.—Referred to the Committee on Rivers and Harbors and ordered
to be printed, with illustration.

War Department,
Washington, January 15, 1914.

IR: I have the honor to transmit herewith a letter from the
ing Chief of Engineers, dated 13th instant, together with a copy
report from Maj. R. R. Raymond, Corps of Engineers, dated
vember 6, 1912, with map, on preliminary examination of Alloway
ek, N. J., above Quinton, made by him in compliance with the
visions of the river and harbor act approved July 25, 1912.

Very respectfully,

Lindley M. Garrison,
Secretary of War.

e Speaker of the House of Representatives.

War Department,
Office of the Chief of Engineers,
Washington, January 13, 1914.

m: The Chief of Engineers, United States Army.
: The Secretary of War.
oject: Preliminary examination of Alloway Creek, N. J.

. There is submitted herewith, for transmission to Congress, report
ed November 6, 1912, with map, by Maj. R. R. Raymond, Corps
Engineers, on preliminary examination of Alloway Creek, N. J.,

above Quinton, called for by the river and harbor act approved Ju 25, 1912.

2. Alloway Creek is a tributary of the Delaware River, which enters about 50 miles below Camden, N. J. The present project f its improvement provides for a channel 6 feet deep below Quinto At Quinton the stream is crossed by a water main, the top of whi is barely below mean low water, and at Alloway, 4½ miles abo Quinton, is a milldam, which marks the upper limit of feasi improvement. Between these two points the creek is crooked a obstructed by snags, and the upper 2 miles is very shoal. The co merce of Alloway is reported as amounting to 17,270 tons, valued $1,167,880, all of which is necessarily carried by rail. The distri officer considers the stream worthy of improvement by the Gene Government provided the cost is not excessive, and to determi this question he recommends the authorization of a survey. T division engineer is of opinion that Alloway Creek between Quint and Alloway is not worthy of improvement by the Gene Government.

3. This report has been referred, as required by law, to the Boa of Engineers for Rivers and Harbors, and attention is invited to report herewith, dated November 18, 1913. In connection with consideration of the subject the board, through a committee of members, made a personal inspection of the waterway and held public hearing at Quinton on November 6, 1913. From the inves gations made it seems clear to the board that a channel not less th 6 feet in depth at mean low water would be required in order to affo useful navigation, and that to provide a reasonably straight chan of this depth would require almost continuous dredging and exc vation across points and through marshes, which, in the opinion the board, would involve an expenditure out of proportion to resu ing benefits. The board therefore concurs with the division engin in the opinion that it is not advisable at this time for the Unit States to undertake the improvement of Alloway Creek abo Quinton.

4. After due consideration of the above-mentioned reports, I co cur in general with the views of the division engineer and the Boa of Engineers for Rivers and Harbors that the improvement by t United States of Alloway Creek, N. J., above Quinton in the mann apparently desired by the interests concerned, as described in t reports herewith, is not deemed advisable at the present time.

Edw. Burr,
Colonel, Corps of Engineers,
Acting Chief of Engineers.

REPORT OF THE BOARD OF ENGINEERS FOR RIVERS AND HARBO

[Third indorsement.]

Board of Engineers, for Rivers and Harbors,
November 18, 1913.

To the Chief of Engineers, United States Army:

1. This is a report of preliminary examination of Alloway Cree N. J., above Quinton. The upper limit of navigation on t steam is at the town of Alloway, about 4½ miles above Quinto

lower half of the reach under consideration has a fairly good
igable channel 4 to 5 feet deep, but the upper 2 miles are narrow,
oked, and shallow. At low water the depth in this portion of
river is only about 6 inches to 1 foot. The tidal range at Alloway
bout 2½ feet.

. The improvement desired would be for the benefit particularly
the community centered about Alloway, a town of 600 inhabit-
s. At present there is no commercial navigation on this section
the waterway. The commerce of the locality by rail, as shown
hin, amounts to about 17,000 tons. The district officer is of
nion that the steam is worthy of improvement by the General
ernment provided the cost is not excessive, and he recommends
rvey on which to base plans and estimates. The division engineer
ot in accord with this view.

. The board was not convinced from the facts presented by the
rict officer of the advisability of improvement, and interested
ties were so advised and given an opportunity of presenting
ir views to the board. On November 6, 1913, a committee of
board visited the locality, held a public hearing, and made an
pection of the waterway. Two communications[1] containing
tistical data were presented. Estimates of present commerce
tained therein agree quite closely with those given by the dis-
t officer. There is also an estimate of the commerce that will
handled over the river if improved, amounting to 11,375 tons.
s appears quite large when compared with the total commerce of
locality.

. The river below Quinton has been improved by the General
ernment and now has a navigable depth of 6 feet at mean low
ter (10 to 12 feet at high water), and although it has been in good
dition for a number of years, the amount of commerce handled
been decreasing. Upon inquiry by the committee, it was found
t Alloway has the same railroad rates as Quinton, although the
ter now enjoys water transportation, from which it may be inferred
t the extension of the channel to Alloway would not cause a
uction in railroad rates at that place. It would, of course, per-
of the choice between transportation by rail or by water if
erience proved that boats with an intermittent business could
vive in competition with the railroad. The small amount of
nmerce handled on the lower river suggests doubt upon this
estion.

. It seems quite clear from the investigations made that a water-
y not less than 6 feet in depth at mean low water would be required
order to afford useful navigation, and it is equally clear that to
vide a reasonably straight channel of this depth would require
ost continuous dredging and excavation across points and through
marshes, which, in the opinion of the board, would involve an
enditure out of proportion to resulting benefits. The board
refore reports, in concurrence with the views of the division
gineer, that at this time it is not advisable for the United States
undertake the improvement of Alloway Creek above Quinton.

. In compliance with law, the board reports that there are no
estions of terminal facilities, water power, or other related sub-
ts, which could be coordinated with the suggested improvement

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[1] Not printed.

in such manner as to render the work advisable in the interests commerce and navigation.

For the board:

W. M. Black,
Colonel, Corps of Engineers,
Senior Member of the Board.

PRELIMINARY EXAMINATION OF ALLOWAY CREEK, N. J.

Engineer Office,
United States Army,
Wilmington, Del., November 6, 1912.

From: The District Engineer Officer.
To: The Chief of Engineers, United States Army
(Through the Division Engineer).
Subject: Preliminary examination of Alloway Creek, N. J.

1. Referring to department letter of August 3, 1912, I submit her with report on preliminary examination of Alloway Creek, N. J., f which provision is made in the river and harbor act of July 25, 191 as follows: Alloway Creek, N. J., above Quinton.

2. The examination was made by me, accompanied by Mr. Geor W. T. Miller, assistant engineer, whose report thereon is as follow

A preliminary examination of Alloway Creek, followed by a survey, was made compliance with the provision of the river and harbor act of August 11, 1888. Repo thereon, including a project for the improvement of the creek as far up as Quint were submitted under dates of December 29, 1888, and December 10, 1889, by Lie Col. Henry M. Robert, Corps of Engineers, United States Army, and are printed the Annual Report of the Chief of Engineers, 1890, pages 906–913. This project, w several small modifications, has been completed, and there is now a channel 6 f deep, of varying widths, according to the project from the mouth to Quinton, a d tance of 9¾ miles.

The river and harbor act of August 11, 1888, called for an examination of "Allow Creek," but the examination was not extended above Quinton "for the reason t just above the bridge at Quinton the stream is crossed by a cast-iron water pipe, whi carries the water supply from a pond at Quinton to the village of Salem, distant ab 4 miles. This water main is 12 inches in diameter and its top is barely below me low water. At the village of Alloway, which is 4½ miles above Quinton, the cr is crossed by a milldam. Even if the water main at Quinton did not constitut barrier to the improvement of the creek above Quinton, there is too small an amou of commerce above Quinton to justify any attempt at improving this upper 4½ mi of the stream." (Quoted from report of Mr. L. Y. Schermerhorn, assistant enginee

At Quinton there is a drawbridge with an opening of about 30 feet and just ab the bridge is the water main mentioned in the report of 1888.

From Quinton to Alloway the stream flows through rather a narrow valley w sandy bluffs in the bends, covered with a fringe of old timber, back of which farm lands in a high state of cultivation. The points at the turns in the creek are l and marshy, about on a level with high water, and offering excellent opportun for cut-offs. This stretch of the creek is unusually crooked, so high up in the cou of a stream in this vicinity. It is usual to find a stream growing straighter in course as the valley narrows. The distance by creek from Quinton to Alloway 4½ miles, while by road between the same points it is 3 miles. The stream is capa of being shortened a mile by cut-offs, with advantage to navigation and maintena if the improvement is undertaken.

For about half the distance from Quinton to Alloway the creek has a good wid and depth of channel—about 60 feet and 5 feet at mean low water, respectively and would require very little work except the removal of numerous snags wh have accumulated as traffic on the creek diminished. The upper 2 miles of cre besides being obstructed by numerous snags, is very shoal and narrows to a wi of about 40 feet between banks at the flour mill, the upper limit of feasible impro- ment. The general depth in this latter section is from 1 to 2 feet, with long stretc over sand bars where the depth is not over 6 inches at low water. The ebb tide r entirely out of this portion of the stream, it has so shoaled, and for an hour or m

fresh-water inflow ripples down over the sand bars until the rising flood tide
es it back. There is a rise and fall of the tide at Alloway of about 2½ feet.
its original condition this portion of the creek was capable of carrying quite
vessels. Considerable commerce flourished at Alloway, and a shipyard there
ed out three-masted schooners. With the advent of the railroad, however,
r-borne commerce rapidly declined, and the waterway was neglected until now
nags and accompanying sand bars make it difficult for a rowboat to float in the
er 2 miles.

e sailing vessels, dependent upon wind and tide to navigate the long, winding
m, could not compete with the rapid movement of freight by rail and were grad-
y driven out of existence, and leaders were generally wanting to organize com-
es and raise the comparatively large capital necessary for the establishing and
ation of a steamboat. With the increase of the business of the railroads beyond
capacity to handle it properly and the advent of the gasoline engine interest
e small waterways began to revive, and now innumerable small craft are handling
business between local points. In many cases the streams, through disuse, have
me practically impassable and will have to be cleaned out before the trade which
aiting can use them. This is the case with Alloway Creek above Quinton. The
unding farm lands produce foodstuffs for the near-by cities to the limit of the
sportation facilities of the railroad to handle them, but the lands are capable of
ucing many times more, and with the creek made navigable there is no limit to
number of small freight boats which can be put into service, except the limit of
uction of the land.

lloway, a town of 600 inhabitants, as may be inferred from the description of the
k, has no trade by water. It is difficult for even small pleasure craft to get up
down the stream. Many of them, no doubt, would use the creek if it were navi-
e, and Alloway is quite a summer resort.

railroad, a branch of the West Jersey & Seashore Railroad, passes through the
n to its terminus at Quinton. This is a single-track line, joining the Salem Branch
e same company at Alloway Junction, a short distance to the north. Over this
oad, however, all the business of the town must be carried except that done by
on.

hrough the kindness of Dr. W. L. Ewen, of Alloway, the following commercial
istics of the town were secured. There are in the town a flour mill, a brick manu-
ory, a pork-packing establishment, a sawmill, a creamery, a canning factory, and
eral large general merchandise stores, together with a large coal, lumber, and
ilizer yard. Eleven farmers from among the many in the surrounding country
ished information about their business, as well as the majority of the business
of the town. The result of the canvass is as follows:

	Tons.	Value.
IMPORTS.		
	2,500	$12,600
eat	1,200	40,000
, oats, and feeds	1,090	30,700
p	500	80,000
s	1,500	300,000
ilizers	580	15,400
ther and hardware	20	5,000
mber and steam-fitter supplies	40	10,000
hinery	70	6,000
ks, lime, cement, sand, and clay	3,020	9,280
ber	150	30,000
eral merchandise	270	53,000
Total	10,940	591,980
EXPORTS.		
in (wheat, corn, oats, and feeds)	750	21,500
ur	1,000	50,000
k and mutton	1,500	375,000
es	100	20,000
k, cream, and ice cream	800	32,000
natoes	830	9,300
atoes	630	16,100
	10	1,000
tle	10	1,000
ned goods	700	50,000
Total	6,330	575,900
Total imports and exports	17,270	1,167,880

One boat, a pleasure craft, valued at $500, is reported as owned in the town.

Philadelphia, about 55 miles distant by water, is the market and distributing poi for almost all of the above commerce and most of it would follow the water route if th 4½ miles of obstructed channel at the Alloway end were cleared.

The water main crossing the creek just above the bridge at Quinton through the la of 1890 is no longer the barrier to improvements that it was in 1888. To order it lo ered or even removed is now within the power of the Secretary of War.

The country through which the creek flows is of a sandy nature and quite flat. Th creek is formed just above Alloway by the confluence of several small streams, whic in turn rise not more than 10 miles from Alloway. Consequently, there are no freshe of any account in the creek. There are seven small lakes or mill ponds betwee Alloway and the source of the creek, and all the water power has been appropriate and used for many years by private parties.

There are no public landings at Alloway nor along the creek between that point an Quinton, but the public has the free use of the private landings, and it was stated th land would be donated for a public landing if that would assist in securing the improv ment.

At Alloway the railroad is not more than 100 feet distant from the creek for a lengt of 500 to 600 feet, and transfer facilities could easily be arranged if needed.

Navigation on these small streams is usually suspended from about January 1 to Marc 15. Then canned goods and fertilizers not moved in the fall are handled till about Jun 15; from that date to October 1 farm products are largely handled and from then on ti navigation is suspended, fertilizers and the summer's pack of canned goods are move Manufactured goods, domestic supplies, etc., are handled throughout the business yea

Growing population and the increasing demand for all agricultural products are th main factors in the widely spread movement to rehabilitate these long-neglecte streams, and the gasoline-propelled boat, which one or more men of moderate circu stances can own and operate, is ready to enter and ply upon them.

For the purpose of forming an accurate plan of improvement and its cost, a surve will be necessary.

3. I approve the report. I consider this stream worthy of improv ment by the General Government, provided the cost is not excessiv This can be determined only by a survey, which is recommended.

4. A map of the locality is inclosed herewith.

R. R. RAYMOND,
Major, Corps of Engineers.

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
New York City, November 30, 1912.

To the CHIEF OF ENGINEERS, UNITED STATES ARMY:

1. Forwarded.

2. Alloway Creek has been improved to the extent of forming channel 5 feet deep at mean low water and navigable width fro Quinton to the Delaware River. The commerce carried on thi stretch of the creek is given in the annual reports of the Chief Engineers at 58,000 tons in 1906 and 26,000 tons in 1910, showing diminution of about 50 per cent in four years.

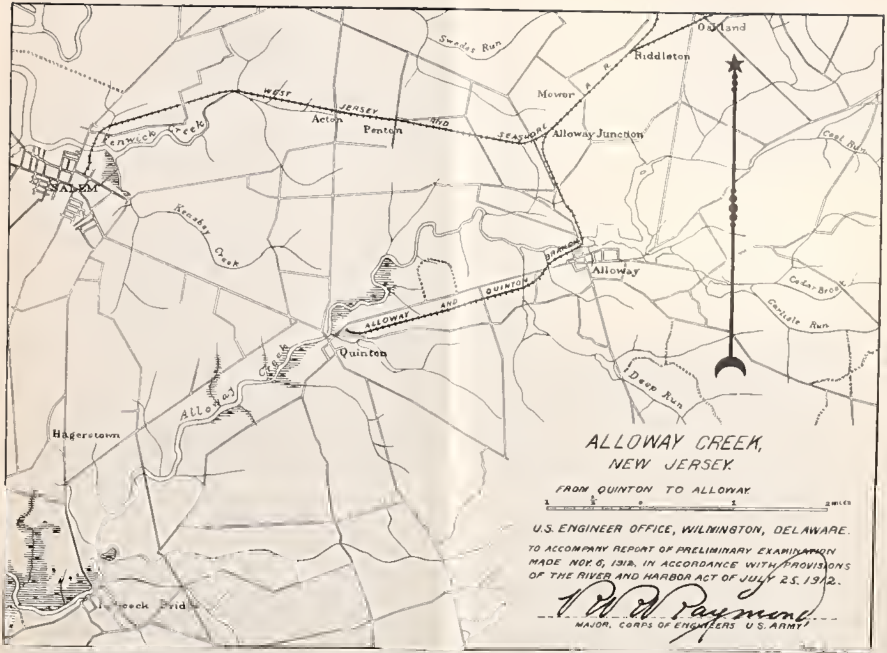
3. It is believed that the amount of commerce which will seek port at Alloway will be less than that at Quinton.

4. Again, I am of the opinion that before any steps are taken improve the creek above Quinton the water main at that place shoul be lowered.

5. I am of the opinion that Alloway Creek between Quinton an Alloway is not worthy of improvement by the General Governmen

WM. T. ROSSELL,
Colonel, Corps of Engineers,
Division Engineer.

[For Report of the Board of Engineers for Rivers and Harbors see p. 2



ALLOWAY CREEK,
NEW JERSEY.

FROM QUINTON TO ALLOWAY.

U.S. ENGINEER OFFICE, WILMINGTON, DELAWARE.

TO ACCOMPANY REPORT OF PRELIMINARY EXAMINATION MADE NOV. 6, 1912, IN ACCORDANCE WITH PROVISIONS OF THE RIVER AND HARBOR ACT OF JULY 25, 1912.

Raymond

MAJOR, CORPS OF ENGINEERS U.S. ARMY.

House Doc No 604, 63d Cong., 2d Sess.